

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	Status Report on East German Shipbuilding	DATE DISTR.	5 July 1954
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This is UNEVALUATED Information

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

1. VEB Warnowwerft Warnemuende

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a. Repairs

(1) SOVIETSKI SOYUZ

(a) Status in percentage of completion as of 31 January 1954:

Target 97%

Actual 96,5%

Backlog 0.5%, or approximately 500,000 eastmarks

(b) Bottlenecks:

Finishing the surfaces of the thrust block is essential. The laying of the composition flooring was delayed because deliveries from the VEB Magnesit-Werk Aken were late. Status of various subcontracts is as follows:

The boat winches from MAW Schkeuditz¹ had faults in the gear wheel castings. Delivery of the last two winches is to be made on 10 or 15 February 1954.

The installation of the ventilation plant is very much behind schedule. There is too little cooperation between LTA² and the dockyard officials, so that a considerable amount of work has to be done twice. During tests, the ventilation plant motors installed by VEB Electromotorenwerk Wernigerode ran noisily. A bottleneck has occurred, caused by use of new bearing grease.

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25 YEAR RE-REVIEW

STATE	x	ARMY	x	NAVY	EV	x	AIR	x	FBI		AEC		ORR	EV	x		
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In addition, 756 light fittings are still to come from the Koenig firm,² Wurzen; these were ordered too late by the Schiffselektrik.³

The second tanker-load of oil is now on its way from Gdynia to the dockyard. Gdynia has requested the authority to commission tugs.

(2) YURY DOLGORUKI

(a) Status in percentage of completion as of 31 January 1954:

Target 59%

Actual 50%

Backlog 9%, or approximately 9,000,000
eastmarks

Average number of men employed: 400

Schedule achievement 1954, approximately 30%. Actual - 88%

(b) Bottlenecks:

The Seeregister has issued new demands to the dockyard. The tanks are to be given an intermediary rust removal before trials, for which a supplementary contract has been requested. Work on the wheelhouse has been interrupted because the authorities who issued the contract have demanded radical changes. In addition, blueprints for the main blowers, boat winches, cooling motors, length of pipe for the auxiliary engine rooms 1 and 2, and remote control rods for foam fire-fighting equipment have not yet arrived. The Schiffselektrik has not yet started installing the cables.

The following tin-plate is needed for the superstructures:

39.6 tons Blech Al. Mg. 351 1,000 x 2,500 x 2

17.9 tons Blech Al. Mg. 3 1,000 x 2,500 x 1

29.2 tons Profil Nr. 866 Al. Mg. 3

6.0 tons Profil Nr. 851

140 m Blech Al. Mg. 3 1,000 x 2,500 x 6

50 m Blech Al. Mg. 3 1,000 x 2,500 x 8

The completion of the gearing has been postponed because the active gear wheels had to be scrapped and are being replaced.

(3) ADMIRAL NAKHIMOV

(a) Status in percentage of completion:

Target 59.5%

Actual 54%

Backlog 5.5%, or approximately 2,200,000
eastmarks

Delivery date: 1955, to be 97% complete
by the end of 1954.

(b) Bottlenecks:

Shortage of labor force. Work has not yet started on fitting the boilers because alterations are expected. Repairs to the starboard engine are not yet up to standard. Some blueprints are still missing. MAB Schkeuditz¹ insists that the material for the funnels should be delivered immediately, in order to utilize the free capacity for contracts from the Warnowwerft. Blueprints for the funnels are not yet complete.

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The following have not yet arrived: a crankshaft for warping winch, piston rod for the windlass, one piston cover for the main engine, condenser tubes for the main condenser 19 x 1.5 and 19 x 2⁴, one turbine feed pump, 5 turbogenerators, 2,000 m. galvanized seamless gas piping 3/8", 2,000 m. galvanized seamless gas piping 2¹/₂", and 150 sq. m. each of Heraklid plates 15.25, 35, and 50 mm thick.

b.b. New Construction

(1) River passenger ships

Ship No. 1 has been delivered. Target achieved.

(2) Ship No. 2: Status in percentage of completion:

Target 100%

Actual 95%

Delivery date anticipated: 28 February 1954

Trials: 10 February 1954

(3) Ship No. 3: Percentage of completion:

Target 100%

Actual 77%

Bottlenecks:

The fitting of the auxiliary engines between decks was delayed by a shortage of labor. The same applies to the fitting of the main engines and shafting. Insufficient progress in work on the deck coverings because of delays in the preliminary work. Conditions on board do not permit radio installation.

(4) Ship No. 4: Percentage of completion:

Target 99%

Actual 51.6%

Bottlenecks:

Late delivery of materials caused delays in installing individual light metal fittings, so that work on the ventilation plant could not be started on time. Shipfitter steel planking was held up because workmen were transferred to ships 2 and 3. The ship has not progressed enough to start work with full labor force on completing the interior fittings. Main difficulties lie in deliveries of 1 windlass, 1 rudder engine, 204 plates, 2,750 x 1,250 x 4⁴ hydronalium.

(5) Ship No. 5: Percentage of completion:

Target 93.5%

Actual 40.2%

The same production bottlenecks as for Ship No. 4.

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(6) Ship No. 6: Percentage of completion:

Target 79%

Actual 32.5%

Work is far behind schedule on Ships 6 - 8 because priority was given to the SOVIETSKI SOYUZ and the first three river passenger ships.

(7) Ship No. 8: Percentage of completion:

Target 12.5%

Actual 20%

(8) Pontoons, 50-ton and 15-ton: The question of deliveries of material from the VEB Bleichert⁵ has not yet been clarified. There were a large number of mistakes in the blueprints which were delivered.

(9) Ore Freighters: The project has not been approved so work cannot start. The design is unsatisfactory. It was originally intended that progress up to 8% of completion should be achieved in 1955. Rolled material for equipment cannot be delivered until the project has been approved.

(10) Freighters, Type LV: The project has not yet been approved. There was a discussion on it in Warnemuende on 28 January. Progress of designs is unsatisfactory. Rolled material requirements have not been clarified, and there is a shortage of rolled material for equipment.

2. VEB Mathias-Thesen-Werft, Wismar

a. Repairs

(1) LENSOVIET

(a) Percentage of completion:

Target 89%

Actual 87.2%

Provisional date for delivery: August 1954.

(b) Bottlenecks:

Two hundred carpenters and 60 electricians are needed to accelerate the work on fittings and electrical work. Because of repairs to the crane, the last two boat winches and the funnel cover cannot be installed before the middle of February. The stern bearing for the starboard engine has been scrapped for the second time. Delivery of the 300 kw auxiliary turbine is not expected until the beginning of March. The switch equipment for the two topping jib cranes has not arrived from Elektro-Apparate-Werk J. W. Stalin, Berlin-Treptow. In addition, the soft iron packing and screwed bolts for the steam heating are missing.

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(2) KALININGRAD

(a) Percentage of completion:

Target 72.2%

Actual 72.6%

Provisional date for delivery: 30 June 1954

(b) Bottlenecks:

The port outer hull plating has not been completed. Rivetting work is still in progress on the stern. Until the work on the outer hull has been completed, the mechanics cannot start fitting the shafting and main engines. The reannealing of the old main condenser tubes has been turned down by the SBA.² One thousand and thirty new pipes 19 x 1.5 x 5,575⁴ long will be needed. All auxiliary engines must be re-tested on the testing bed, as the new boilers are to be tested for 13 atm.

The windlass was taken to Rosslau for work on the chain wheels, etc. No date has yet been given for its return.

(3) Vologda

Percentage of completion:

Target 67%

Actual 67%

Delivery date: July 1954. No difficulties.

(4) Voronezh

(a) Percentage of completion:

Target 59%

Actual 58%

Delivery date: September 1954

(b) Bottlenecks:

Work in the dock could not be completed in January. The amount of new plating required on the outer hull is greater than anticipated. The new date for leaving the dock is 22 February.

The shaft covers showed large hollow pieces in two covers when boring out of the first gland. A new contract was issued to the Metallhuetten- und Halbzeugwerken.² The machine parts for the main engine are still being worked on so that work on board is progressing.

(5) Sestroretsk

(a) Percentage of completion:

Target 32%

Actual 29.5%

Delivery date: 1955. To be 85% complete by the end of 1954.

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(b) Bottlenecks:

There is a shortage of 8 mm tinplate for the new water tank. The shipbuilding blueprints for the deck plates and some of the double bottom are not yet complete. There is a mechanical standstill because the machinery drawings are not available, and it is not possible to order the necessary materials. The main engines will be delivered from VEB Maschinenfabrik Goerlitz on 31 May or 30 June.

(6) KRASIN

(a) Percentage of completion:

Target 6.5%

Actual 5.7%

The ship is to be docked by the end of 1954.

(b) Bottlenecks:

Work cannot start on replating the main deck because there is no rolled plate available.

(7) PB4

(a) Percentage of completion:

Target 2.2%

Actual 1.9%

To be finished by approximately 35% by the end of 1954.

(b) Bottlenecks:

If the necessary dock material arrives, the ship can be transferred after 15 February to dry dock in Rostock.

b. New Construction

(1) First river passenger ship:

(a) Percentage of completion:

Target 99.5%

Actual 99.5%

Delivery date: Mid-February 1954.

(b) Bottleneck:

Polishing work is far behind schedule.

(2) Second river passenger ship:

(a) Percentage of completion:

Target 88%

Actual 81.1%

Delivery date: Approximately 31 March 1954.

Basin trials: 20 February. Trials: 25 February.

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(b) Bottlenecks:

Too few carpenters are available because many have been transferred to work on the first river passenger ship. The chain wheels have been sent to Schwerin for exchange, but have not been returned.

(3) Third river passenger ship:

(a) Percentage of completion:

Target 46%

Actual 46.3%

Launching anticipated on 20 February.

(b) Bottleneck:

Windlass and two main diesel engines have not been delivered.

(4) Fourth river passenger ship:

Percentage of completion:

Target 25%

Actual 25.7%

Delivery date: September 1954.

(5) Fifth river passenger ship:

Percentage of completion:

Target 16%

Actual 13%

Delivery date: December 1954.

(6) Sixth river passenger ship:

Percentage of completion:

Target 4%

Actual 3%

Delivery date: April 1955.

(7) Freighters, Type I:

(a) Percentage of completion:

Target 63%

Actual 54.3%

(b) The vessel was to have been launched on 6 February, but spraying has fallen behind schedule because of the cold weather. The main diesel engine was not delivered from DMR⁶ in January and will not be delivered until March because of bearing metal difficulties. A few

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electric motors are still undelivered. There are difficulties in the delivery of four loading winches, windlass, capstan, and steering engine for the deck machinery. The main gears, the 150 hp diesel generator, and the 80 m³ compressor also have not arrived.

3. VEB Schiffswerft Neptun Rostock

a. Repairs

(1) B 7

(a) Percentage of completion:

Target 94%

Actual 92%

(b) Delivery date: 30 June 1954..

(c) Difficulties: Work has started on the main engine. The piston rings are from the West.

(2) KULOI

(a) Percentage of completion:

Target 93%

Actual 94%

(b) Delivery date: 30 March 1954.

Basin trials: 22 February 1954. Trials: 8 March 1954.

(3) SU 6

(a) Percentage of completion:

Target 73%

Actual 71.5%

(b) Difficulties: Pumps and auxiliary machinery according to the list of 6 January 1954 (sic).

(4) CASTOR

(a) Percentage of completion:

Target 30%

Actual 28.5%

(b) Difficulties: Import of special 20 mm tinplate; main engine crankshafts from VEB Schwermaschinenbau Heinrich Rau, Wildau; anti-rolling device from VEB Funkwerk Koepenick; blueprints for the ventilation system.

(5) KUSHKA

(a) Percentage of completion:

Target 20%

Actual 19%

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(b) Difficulties: Main engine (Sulzer) is being overhauled at Schwermaschinenbau Karl Liebknecht (formerly Buckau-Wolf), Magdeburg.

(6) MB 24

Percentage of completion:

Target 70%

Actual 63%

(7) MB 27

Percentage of completion:

Target 35%

Actual 36%

(8) B 8

(a) Percentage of completion:

Target 15%

Actual 26.9%

(b) Difficulties: Turbodynamos for balancing at VEB Elektromotorenwerk Dessau, are lacking as a result of lagging by GTL² Leipzig.

(9) POS 2

(a) Percentage of completion:

Target 30%

Actual 45.1%

(b) Difficulties: Condenser tubes.

(10) B 16⁷

Percentage of completion:

Target 40%

Actual 59.6%

(11) D 18

Percentage of completion:

Target 35%

Actual 40.4%

b. New Construction

(1) Freighter No. 2

(a) Percentage of completion:

Target 100%

Actual 99.5%

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(b) Delivery date: 28 January 1954. This date will not be met..

(2) Freighter No. 3

(a) Percentage of completion:

Target 100%

Actual 98%

(b) Delivery date: 31 January 1954. This date will not be met..
Date for trials has not yet been set.

(3) Freighter No. 4

(a) Percentage of completion:

Target 98%

Actual 97.5%

(b) Delivery date: 20 February 1954.

(c) The work that had to be done again on the main engines is not yet finished. The generators are being tested. Basin trials not yet held. There have been special difficulties with the steam dynamo at Rossbau.

(4) Freighter No. 5

(a) Percentage of completion:

Target 54%

Actual 94.5%

(b) Delivery date: 15 March 1954. Trials anticipated for 18 February.
Basin trials of the main engine and auxiliary generator have not been held yet.

(5) Freighter No. 6

(a) Percentage of completion:

Target 90%

Actual 63%

(b) Delivery date: 15 April 1954.

(c) The main engine will be delivered on 27 February by Schwermaschinenbau Karl Liebknecht, Magdeburg. The overflow relay for the duplex steam pumps have not been delivered from VEB Pumpenfabrik Oschersleben.

(6) Freighter No. 7

(a) Percentage of completion:

Target 80%

Actual 49.6%

(b) Delivery date: 15 May 1954.

(c) Difficulties: Steam dynamos from VEB Elbewerk Rossbau, 90 kw generators from GTL, and duplex steam pumps from VEB Pumpenfabrik Oschersleben.

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(7) Freighter No. 8(a) Percentage of completion:

Target 65%

Actual 39%

(b) Delivery date: 15 June 1954.(c) Difficulties: Contracts for the Spilling steam dynamos have not yet been approved by the DIA.(8) Freighter No. 9(a) Percentage of completion:

Target 50%

Actual 30%

(b) Delivery date: 15 July 1954.(9) Freighter No. 10(a) Percentage of completion:

Target 35%

Actual 22%

(b) Delivery date: 15 August 1954.(c) Launching: 10 February 1954.(10) Freighter No. 11(a) Percentage of completion:

Target 20%

Actual 13%

(b) Delivery date: 20 September 1954.(c) Launching: 15 March 1954.(11) Freighter No. 12(a) Percentage of completion:

Target 5%

Actual 3.5%

(b) Keel-laying: 15 February 1954.(c) Launching: 15 May 1954.(d) Delivery date: 15 November 1954.(12) Salvage Ship No. 1(a) Percentage of completion:

Target 100%

Actual 99%

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(13) Salvage Ship No. 2

(a) Percentage of completion:

Target 100%

Actual 96.5%

(b) Being prepared for trials and delivery.
Delivery date was 31 January 1954.

(14) Salvage Ship No. 3

(a) Percentage of completion:

Target 97%

Actual 73.7%

(b) Delivery date: 28 February 1954.

(15) Salvage Ship No. 4

(a) Percentage of completion:

Target 80%

Actual 55.3%

(b) Delivery date: 31 March 1954.

(c) The main engine has not been delivered from VEB Maschinenbau
Halberstadt nor the underwater fittings from Werk Strube, Magdeburg.

(16) Trawler No. 1

(a) Percentage of completion:

Target 10%

Actual 1.5%

(b) Delivery date: 15 July 1954.

(c) The keel should have been laid on 10 January, but it has not been
because the deliveries of rolled plate did not arrive on schedule.

(17) Trawler No. 2

(a) Percentage of completion:

Target 2.5%

Actual 1%

(b) Delivery date: 10 October 1954.

(c) Keel-laying: 20 February 1954.

(d) Launching: 15 May 1954.

There is a backlog because of delayed delivery of rolling material.

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4. VEB Schiffs- und Bootswerft Gehlsdorf

a. Fireboats L 18, Ships Nos. 1 and 2:

(1) Percentage of completion:

Target ?

Actual 72%

(2) Difficulties: Four ships gearing (Schiffswaendegetriebe) from VEB Getriebefabrik Coswig.

b. Fireboats L 26, Ships Nos. 1 and 2:

(1) Percentage of completion:

Target 100%

Actual 84%

(2) Delivery dates depend on the delivery of the main engines from VEB Maschinenbau Halberstadt. Trials of these engines were cancelled on 18 January. Changes in the designs have been made. KEB Rosslau² is working with them.5. VEB Volkswerft Stralsund

a. New construction

(1) Lugger 4173

(a) Percentage of completion:

Target 100%

Actual 99.7%

(b) Difficulties: Main engine shows too little oil pressure. The mechanic from LW² is at the dockyard and has demanded new oil pumps. Delivery date has not been set.(2) Lugger 4174

(a) Percentage of completion:

Target 100%

Actual 98.3%

(b) Difficulties are the same as those of Lugger 4173.

(3) Lugger 4175

(a) Percentage of completion:

Target 100%

Actual 92.5%

(b) Difficulties: Spraying could not be done on schedule because of the frost. The switchboard was not delivered on time.

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(4) Lugger 4176(a) Percentage of completion:

Target 100%

Actual 88.4%

(b) Difficulties: Trials planned for 9 February, but they could not be held because of the frost.(5) Lugger 4177(a) Percentage of completion:

Target 100%

Actual 82.3%

(b) Difficulties: Basin trials could not be held on 8 February as planned, because decompression work was hampered by the frost.(6) Lugger 4178(a) Percentage of completion:

Target 99.6%

Actual 78.1%

(b) Difficulties: None.(7) Lugger 4179(a) Percentage of completion:

Target 94.2%

Actual 70.3%

(b) Main switchboard has been installed.(8) Lugger 4180(a) Percentage of completion:

Target 85.1%

Actual 63.1%

(b) There have been changes in the bulwark near the fish rooms. Launching depends on the availability of tugs to clear the ice on the launching gear.(9) Lugger 4181(a) Percentage of completion:

Target 62.2%

Actual 47.1%

(b) Installation of main switchboards is in progress. The main engines were installed on 8 February. Bringing the lugger from the shed depends on the painting and pressure-testing which must be done under cover.

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(10) Lugger 4182

(a) Percentage of completion:

Target 43.6%

Actual 39.7%

(b) Compartments have been completed to section 7.

(11) Lugger 4183 Percentages of completion: Target: 31% Actual: 29.7%(12) Lugger 4184 " " 20.5% " 19.9%(13) Lugger 4185 " " 13.2% " 12.1%(14) Lugger 4186 " " 7.6% " 7.4%(15) Lugger 4187 " " 3.5% " 3.6%(16) Lugger 4188 " " 1.5% " 2.8%(17) Lugger 4189 " " 0.4% " 1%

b. Trawlers

(1) Trawler 1006

(a) Percentage of completion:

Target 100%

Actual 99.9%

(b) Acceptance trials are completed. The fishing industry has condemned the stability. Delivery is planned for 10 February.

(2) Trawler 1007

(a) Percentage of completion:

Target 50.4%

Actual 37.8%

(b) Difficulties: Blueprints are still not available. Constant changes delay the work.

(3) Trawler 1008

(a) Percentage of completion:

Target 33.3%

Actual 27.8%

(b) Difficulties are the same as those of Trawler 1007.

(4) Trawler 1009 Percentage of completion: Target: 14.1% Actual: 13.8%(5) Trawler 1010 " " 1.7% " 1.7%

c. Sperling

(1) Ship 6201 " " 79% " 80%(2) Ship 6202 " " 79% " 68%(3) Ship 6203 " " 19% " 19%

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6. VEB Peenewerft Wolgast, New construction:

a. Schwalbe

- (1) Ships No. 1 - 3 delivered.
- (2) Ship No. 4 Percentage of completion: Target: 100% Actual: 93.9%
- (3) Ship No. 5 " " 100% " 88%
- (4) Ship No. 6 " " 100% " 82%

Ships have performed basin trials. The stern tube on No. 6 became overheated.

b. Habicht

(1) No. 2007

(a) Percentage of completion:

Target 40%	Actual 36.2%
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(b) Delivery date: 15 August.

(2) No. 2008

(a) Percentage of completion:

Target 31%	Actual 26.1%
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(b) Delivery date: 15 September.

(3) No. 2009

(a) Percentage of completion: Target: 21% Actual: 20%

(b) Has been transferred from the Volkswerft; delivery date: 15 November.

(4) No. 2010

(a) Percentage of completion:

Target 14%	Actual 33.1%
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(b) Delivery date: 15 October.

(5) No. 2011

Percentage of completion:

Target 9%	Actual 7.5%
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(6) No. 2012

Percentage of completion:

Target 6%	Actual 5.5%
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7. VEB Rosslauer Schiffswerft

a. Dredgers

(1) No. 1950. Percentage of completion: Target: 100% Actual: 99.8%

Undergoing trials at Wolgast.

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(2) No. 1951. Percentage of completion: Target: 92% Actual: 79%
 . . Ship is iced up in Hohensaaten.

(3) No. 1952. Percentage of completion: Target: 89% Actual: 75%
 . . Ship has been awaiting transfer; it has been frozen in the dockyard since 8 February.

(4) No. 1953. Percentage of completion: Target: 65% Actual: 63%
 Launching on 20 January. Anticipated delivery date: 31 May.

(5) No. 1954. Percentage of completion: Target: 57% Actual: 54%.
 Launching could not take place because the Elbe was frozen.

(6) No. 1955. Percentage of completion: Target: 42% Actual: 40%

(7) No. 1956. " " 34.3% " 31%

b. Self-propelled barges (heretofore called motor cargo vessels or Motorgueterschiffe)

(1) No. 19. Percentage of completion: Target: 57% Actual: 54%

Delivery date: 10 May 1954.

The keel was successfully laid on 29 January 1954.

(2) No. 20. Percentage of completion: Target: 6% Actual: 5%

Delivery date: 31 May 1954.

The keel was laid on 18 February 1954.

(3) No. 21.

(a) Percentage of completion:

Target 3% Actual 0%

Delivery date: 15 June 1954.

The keel was laid on 10 March 1954.

(b) Difficulties: The late announcement of the Produktionsplan caused the orders for materials to be given too late to be fulfilled. The chief shortage is of 7 to 9 mm plate. Frost caused a cessation of work.

8. VEB Elbewerft Boizenburg

a. Refrigerator vessels

(1) Ships up to No. 1247 have been delivered.

(2) No. 1248.

(a) Percentage of completion: Target: 100% Actual: 97.5%

(b) Difficulties: Deck machinery and parts from the VEM² are delivered late, and the capstan is still expected.

(3) No. 1249

(a) Percentage of completion: Target: 100% Actual: 93.5%

(b) Same difficulties as for 1248.

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(4) No. 1250

(a) Percentage of completion: Target: 100% Actual: 91.7%

(b) Same difficulties as for 1248

(5) No. 1251

(a) Percentage of completion: Target: 100% Actual: 88%

(b) All spraying was held up because of frost. The anchor cable is missing, and difficulties are the same as for 1248.

(6) No. 1252

(a) Percentage of completion: Target: 96.5% Actual: 84.5%

(b) All spraying and welding was held up by the frost, and there are undelivered electrical parts.

(7) No. 1253

(a) Percentage of completion: Target: 95.5% Actual: 72%

(b) Ship is iced up in Hohensaaten.

(8) No. 1254(a) Percentage of completion: Target 80% Actual 70%
(b) The ship is iced up in Brandenburg.(9) No. 1255. Percentage of completion: Target: 72% Actual: 72%(10) No. 1256. " " 72% " 72%(11) No. 1257. " " 72% " 72%

Nos. 1255, 1256 and 1257 are iced up in Boizenburg and cannot be moved. The holds and living quarters are still uncompleted.

(12) No. 1258. Percentage of completion: Target: 69% Actual: 67%(13) No. 1259. " " 64% " 56%(14) No. 1260. " " 58% " 48%(15) No. 1261. " " 47% " 34%

The completion of Nos. 1260 and 1261 has been delayed because of a shortage of rolled plate.

b. Deep-freeze vessels

(1) No. 1502. Percentage of completion: Target: 43% Actual: 21%(2) No. 1503. " " 32% " 15%(3) No. 1504. " " 18% " 13%(4) No. 1505. " " 12% " 10%(5) No. 1506. " " 8% " 7%(6) No. 1507. " " 4% " 0%

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(7) No. 1508. Percentage of completion: Target: 2% Actual: 0%(8) No. 1509. " " 1% " 0%

Further work in completing these vessels is delayed by the shortage of 8, 9, 10, and 11 mm plate. Rest periods at the yard are now much longer.

9. VEB Schiffsbau und Reparaturwerft Stralsund

For remarks on completion of refrigerator and deep freeze vessels, see Boizenburg, paragraph 8.

10. VEB Volkswerft Ernst Thaelmann, Brandenburg

a. Tank lighter. Percentage of completion: Target: 74% Actual: 55%
Delivery date: 20 April 1954.

b. Seiner

(1) No. 5221.

(a) Percentage of completion: Target: 74% Actual: 71%

(b) Anticipated acceptance date: 15 February 1954.

(c) Delivery date: 5 March 1954.

(2) No. 5222

(a) Percentage of completion: Target: 65% Actual: 59%

(b) Acceptance date: 25 February 1954.

(c) Delivery date: 15 March 1954.

(3) No. 5223

(a) Percentage of completion: Target: 62% Actual: 49%

(b) Delivery date: 25 March 1954.

(4) No. 5224.

(a) Percentage of completion: Target: 43% Actual: 38%

(b) Delivery date: 5 April 1954.

(5) No. 5225.

(a) Percentage of completion: Target: 37% Actual: 32%

(b) Delivery date: 10 April 1954.

(6) No. 5226

(a) Percentage of completion: Target: 31% Actual: 25%

(b) Delivery date: 20 April 1954.

(7) No. 5227

(a) Percentage of completion: Target: 17% Actual: 8%

(b) Delivery date: 5 May 1954.

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(8) No. 5228

(a) Percentage of completion: Target: 10% Actual: 7%
 (b) Delivery date: 17 May 1954.

(9) No. 5229

(a) Percentage of completion: Target: 1% Actual: 6%
 (b) Delivery date: 28 May 1954.

(10) No. 5230. Percentage of completion: Target: 0% Actual: 5%(11) No. 5231. " " 0% " 4%(12) No. 5232. " " 0% " 4%

A lack of 8 mm plate delayed the completion of ships Nos. 5221 to 5224. The delivery date has been postponed 14 days.

11. VEB Yachtwerft Berlina. Delphin

(1) Ships Nos. 1 to 9 have been taken over by Wolgast.

(2) Ships Nos. 10 to 12

(a) Percentage of completion: Target: 100% Actual: 98%

(b) The governors built by VEB Dieselmotorenwerk Rostock have given trouble in all ships.

b. Reporting craft

Still in the planning stage.

12. VEB Staatswerft Rothenseea. River passenger vessels

(1) Nos. 1001, 1002, and 1003 have been delivered.

(2) No. 1004

(a) Percentage of completion: Target: 100% Actual: 97%

(b) Ship is iced up in Hohensaaten.

(3) No. 1005. Percentage of completion: Target: 81% Actual: 76%(4) No. 1006. " " 69% " 66%
 Lack of rolled plates and frost have delayed work on No. 1006.(5) No. 1007. Percentage of completion: Target: 56% " 50%(6) No. 1008. " " 46% " 42%(7) No. 1009. " " 40% " 38%(8) No. 1010. " " 15% " 7%

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b. Motor tugs

(1) No. 815. Percentage of completion: Target: 54% Actual: -
 (2) No. 816. " " 54% " -

Steam and diesel machinery have been successfully installed.
 Delivery date for both vessels: 30 September 1954.

c. Self-propelled barges

(1) No. 912
 (a) Percentage of completion: Target: 95% Actual: -
 (b) Delivery date: 27 February 1954.

(2) No. 913
 (a) Percentage of completion: Target: 87% Actual: -
 (b) Delivery date: 31 March 1954.

d. Steel cutters

(1) No. 645
 (a) Percentage of completion: Target: 28% Actual: 12%
 (b) Delivery date: 8 April 1954.

(2) No. 646
 (a) Percentage of completion: Target: 13% Actual: 5%
 (b) Delivery date: 25 April 1954.

(3) No. 647
 (a) Percentage of completion: Target: 2% Actual: 2%
 (b) Delivery date: 8 May 1954.

Drawings prepared by the Fuerstenberg yard have not been delivered.

13. VEB Schiffswerft Uebigau, Dresden

a. Pile drivers

The Rams will be made and delivered in jointed sections. Only Ram No. 1 will be completed. The order for mass production of the remaining Rams will depend on the result of Ram No. 1's trials. Hull sections are assembled in Uebigau; the jointed Rams in Wolgast. Subcontractors are Bleichert Transportanlagenfabrik, Leipzig; Maschinenfabrik Polysius, Dessau; Saechsischer Bruecken- und Stahlbau, Niedersedlitz; and others.

b. Production progress

(1) Pile driver No. 1 is in the fitting basin in VEB Volkswerft Stralsund. Percentage of completion: Target: 100%. Actual: 98.5%. Trials are still continuing. Delivery date is now 10 February 1954, but completion date is still undecided.

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(2) <u>Ram No. 2.</u>	Percentage of completion:	Target:	100%	Actual:	98%
(3) <u>Ram No. 3.</u>	"	"	100%	"	84.5%
(4) <u>Ram No. 4.</u>	"	"	100%	"	76.5%
(5) <u>Ram No. 5</u>	"	"	86%	"	78.7%
(6) <u>Ram No. 6</u>	"	"	68%	"	62.2%
(7) <u>Ram No. 7</u>	"	"	68%	"	62.2%
(8) <u>Ram No. 8</u>	"	"	66%	"	62.2%
(9) <u>Ram No. 9</u>	"	"	48%	"	45.5%
(10) <u>Ram No. 10</u>	"	"	79%	"	74.7%
(11) <u>Ram No. 11</u>	"	"	79%	"	72.3%
(12) <u>Ram No. 12</u>	"	"	67%	"	65.4%
(13) <u>Ram No. 13</u>	"	"	67%	"	63.7%
(14) <u>Ram No. 14</u>	"	"	11%	"	12.6%
(15) <u>Ram No. 15</u>	"	"	11%	"	11.7%
(16) <u>Ram No. 16</u>	"	"	11%	"	11.7%
(17) <u>Ram No. 17</u>	"	"	11%	"	11.4%

Bottlenecks: Imported steel pipe. The subcontract for the upper part of the Ram is below standard, thus delaying delivery.

14. VEB Schiffswerft Fuerstenburg (Oder)

Steel cutters (35 in all):

Seventeen will be completed as a joint contract with VEB Yachtwerft Berlin. The remaining 18 will be completed in Fuerstenburg. The target is threes cutters completed in the first quarter of 1954, and two delivered to VEB Yachtwerft Berlin for completion. Frost and delivery of sections of the wrong size caused delay.

a. <u>No. 7134.</u>	Percentage of completion:	Target:	70%	Actual:	53%
b. <u>No. 7135.</u>	"	"	59%	"	37%
c. <u>No. 7136.</u>	"	"	39%	"	27%
d. <u>No. 7137.</u>	"	"	27%	"	21%
e. <u>No. 7138.</u>	"	"	25%	"	19%
f. <u>No. 7139.</u>	"	"	21%	"	17%
g. <u>No. 7140.</u>	"	"	19%	"	14%
h. <u>No. 7141.</u>	"	"	8%	"	6%
i. <u>No. 7142.</u>	"	"	8%	"	6%
j. <u>No. 7143.</u>	"	"	7%	"	5%
k. <u>No. 7144.</u>	"	"	7%	"	5%
l. <u>No. 7145.</u>	"	"	3%	"	2%

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15. VEB Schiffswerft Oderberg

a. Steel cutters (15 in all):

Four in the first quarter of 1954. (sic)

(1) <u>No. 7169.</u>	Percentage of completion:	Target: 94%	Actual: 45%
(2) <u>No. 7170.</u>	"	" 84%	" 45%
(3) <u>No. 7171.</u>	"	" 45%	" 21%
(4) <u>No. 7172.</u>	"	" 25%	" 19%
(5) <u>No. 7173.</u>	"	" 0%	" 11%
(6) <u>No. 7174.</u>	"	" 0%	" 6.5%

b. Bottlenecks: Lack of 3 mm plates; 8 x 1⁴ copper pipes; and the wrong size after sections have caused delays.16. VEB Schiffswerft Rechlin

a. 15-ton pontoons, for cranes

(1) <u>Pontoon No. 1.</u>	Percentage of completion:	Target: 4%	Actual: 4%
(2) <u>Pontoon No. 2</u>	"	" 4%	" 3%
(3) <u>Pontoon No. 3</u>	"	" 4%	" 3%
(4) <u>Pontoon No. 4</u>	"	" 4%	" 3%

Bleichert Transportanlagenfabrik, Leipzig, has not completed the machinery because of a change in specifications.

b. Hand-operated lifeboats

The 9 m. lifeboats for the LENSOVIET were not delivered to the Mathias-Thesen-Werft, Wismar, because no completion date has been given for the handgear (Handantrieb) construction at the Industriewerk Halle-Nord.²

1. [redacted] Comment: Not further identified; possibly VEB Maschinen- und Apparatebau Schkeuditz.

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2. [redacted] Comment: Not further identified [redacted]

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3. [redacted] Comment: [redacted] authorities attribute the delays in deliveries from the Koenig firm to the negligence of the Schiffselektrik.

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4. [redacted] Comment: Unit of measure not given [redacted]

5. [redacted] Comment: Probably Bleichert Transportanlagenfabrik (formerly SAG Transmasch), Leipzig.

6. [redacted] Comment: Not further identified; probably VEB Dieselmotorenwerk Rostock.

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